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Off-Duty Issues

24 March 2004

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NEHC

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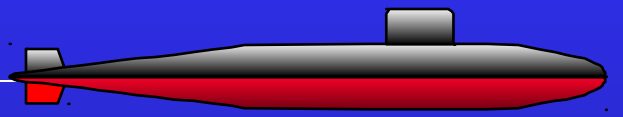
DISCLAIMER



- **The opinions expressed in this presentation are solely those of the author, and do not reflect the policy or opinions of the Navy Environmental Health Center, the U.S. Navy, or the Department of Defense.**

SECDEF

- **19 May 2003**
- **Reduce the number of mishaps and accident rates by 50% in the next two years**

ASDN Safety

- **Select the most effective actions**
- **Resource them**
- **Align systems to support**

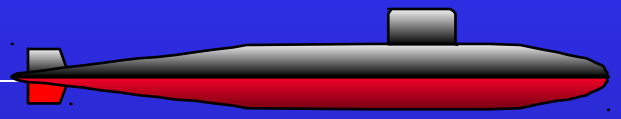
TYCOM Safety

- **Select the most effective actions**
- **Accomplish with little or no resources**
- **Align yourself to the system and support**

TYCOM Safety

- **NAVOSH**
- **Afloat Environmental**
- **Pollution Prevention**
- **Traffic Safety**
- **HAZMAT Control**

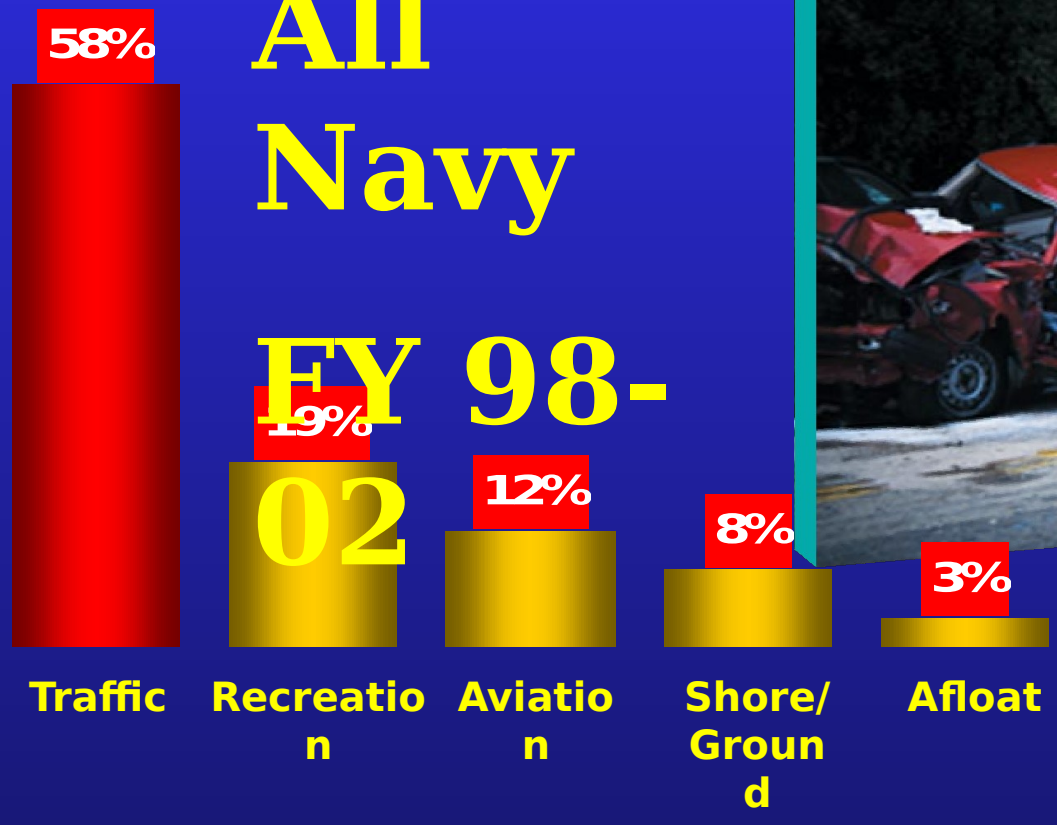
Objectives (March 04)



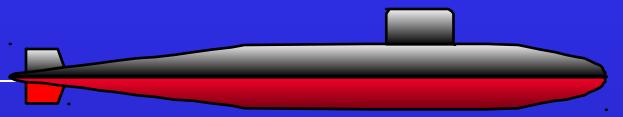
- Discuss what data is available
- Discuss what analytical tools are available
- Determining “most effective action” based on collected data
- Designing training to target groups or behaviors identified by the data
- Discuss continued evaluation of the data to measure effectiveness

Fatal Mishap Distribution

All Navy FY 98-02

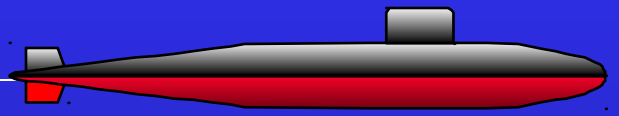


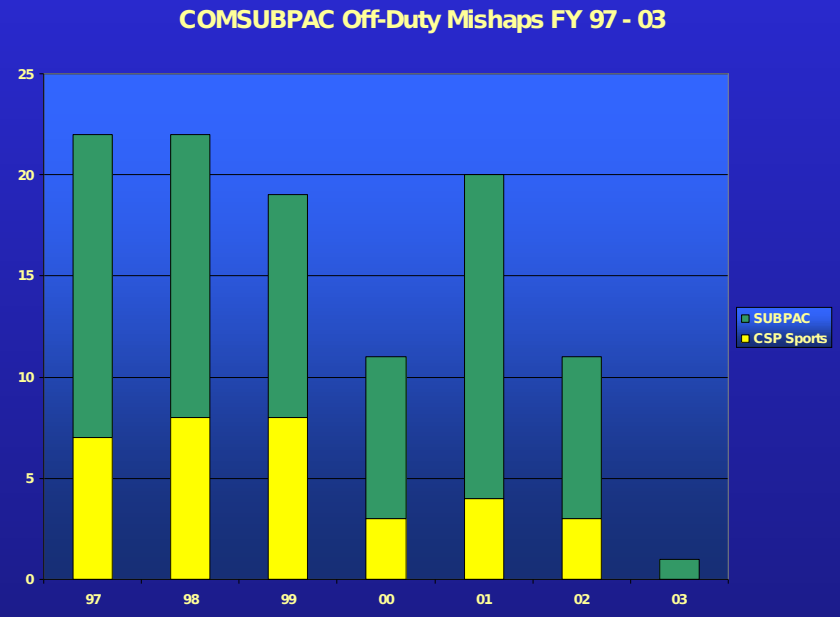
Overall Injuries

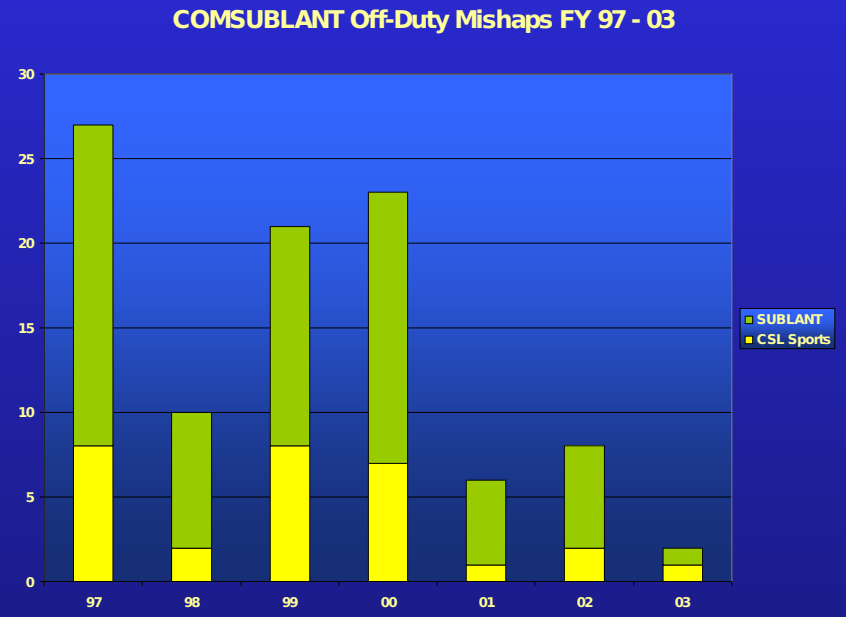


- **Most common injuries: lacerations, sprains and strains, contusions from slips and falls, minor injuries, burns.**
- **Enlisted, < 25 years old, MS.**
- **Per 100 personnel at sea for 100 days, expect 4 or 5 injuries, average 2 days lost.**
- **Study of Deployments: 196 submarine patrols 1997 – 1999; still applicable.**

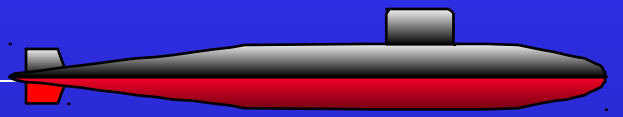
Off Duty Mishaps







Off Duty Mishaps



- **Significant source of injuries: Basketball, then softball.**
- **Most common injury: torn knee.**
- **All Pacific area bases continue to provide new arrivals with hazards unique to local area (ocean safety, hiking, traffic, etc.).**

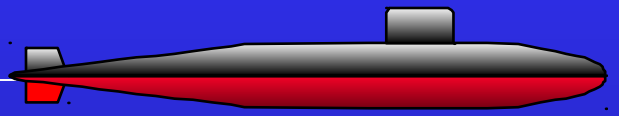
Traffic Mishaps

- **Motorcycle incident: Loss of right arm**
- **Motorcycle incident: Fatality (helmet)**
- **Motorcycle incident: Coma for four days**
- **4-Wheel incident: Fatality (no seat belt)**
- **4-Wheel incident: Injuries (AOB)**
- **Motorcycle incident: Fatality (AOB)**

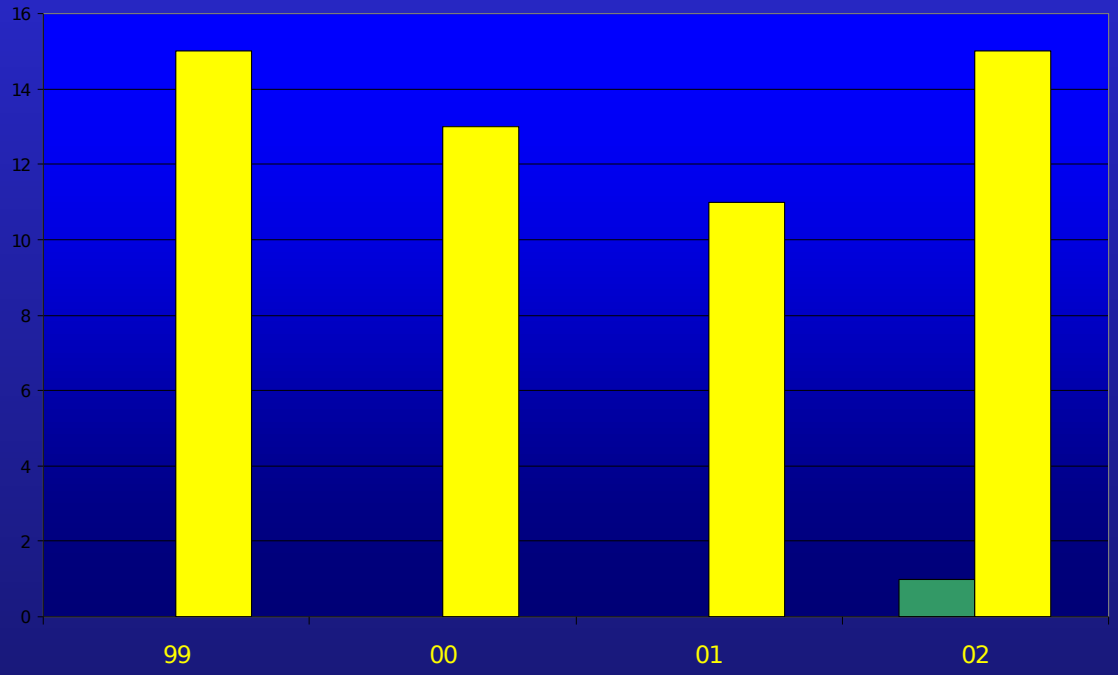
Action I

- Coordinate with Fleet Safety
- Investigate incidents throughout AOR
- Identification of trend with motorcycles
- Collection of data
- Mishap reports
- Collected mishap statistics

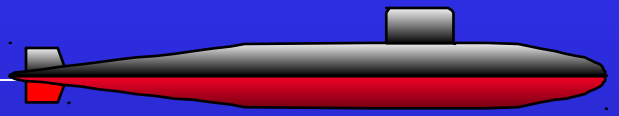
Action I

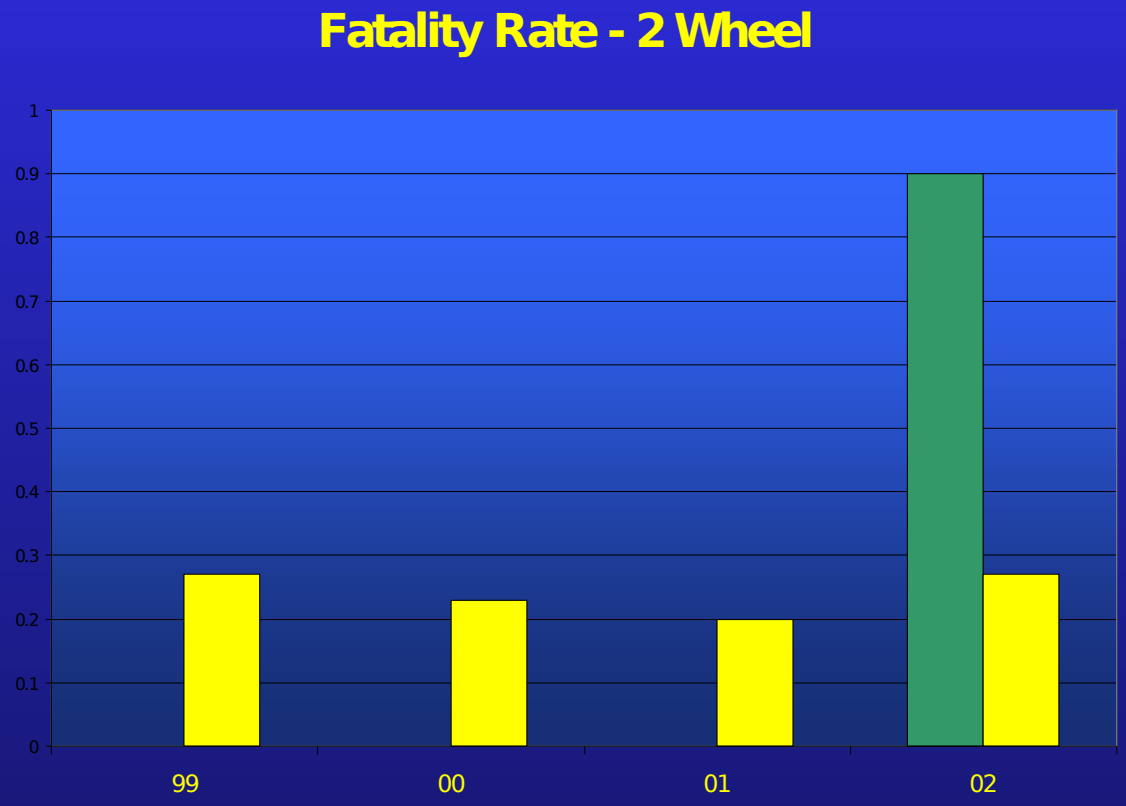


Fatalities - 2 Wheel

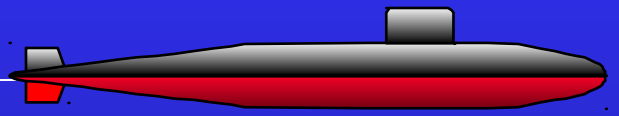


Action I

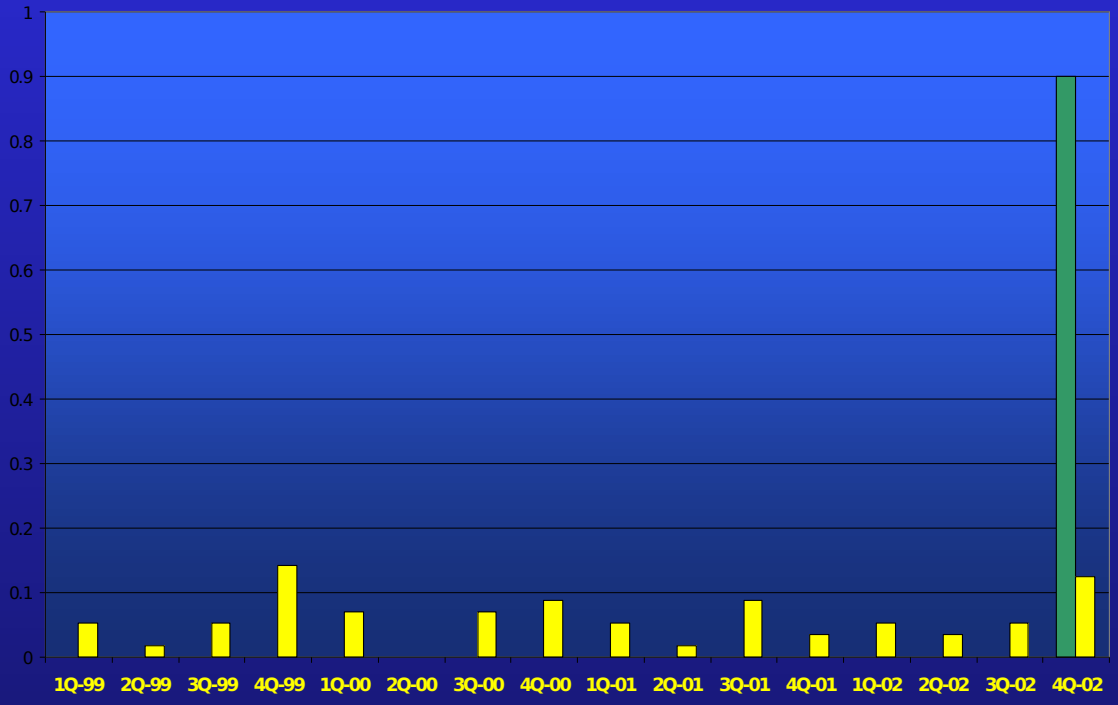




Action I

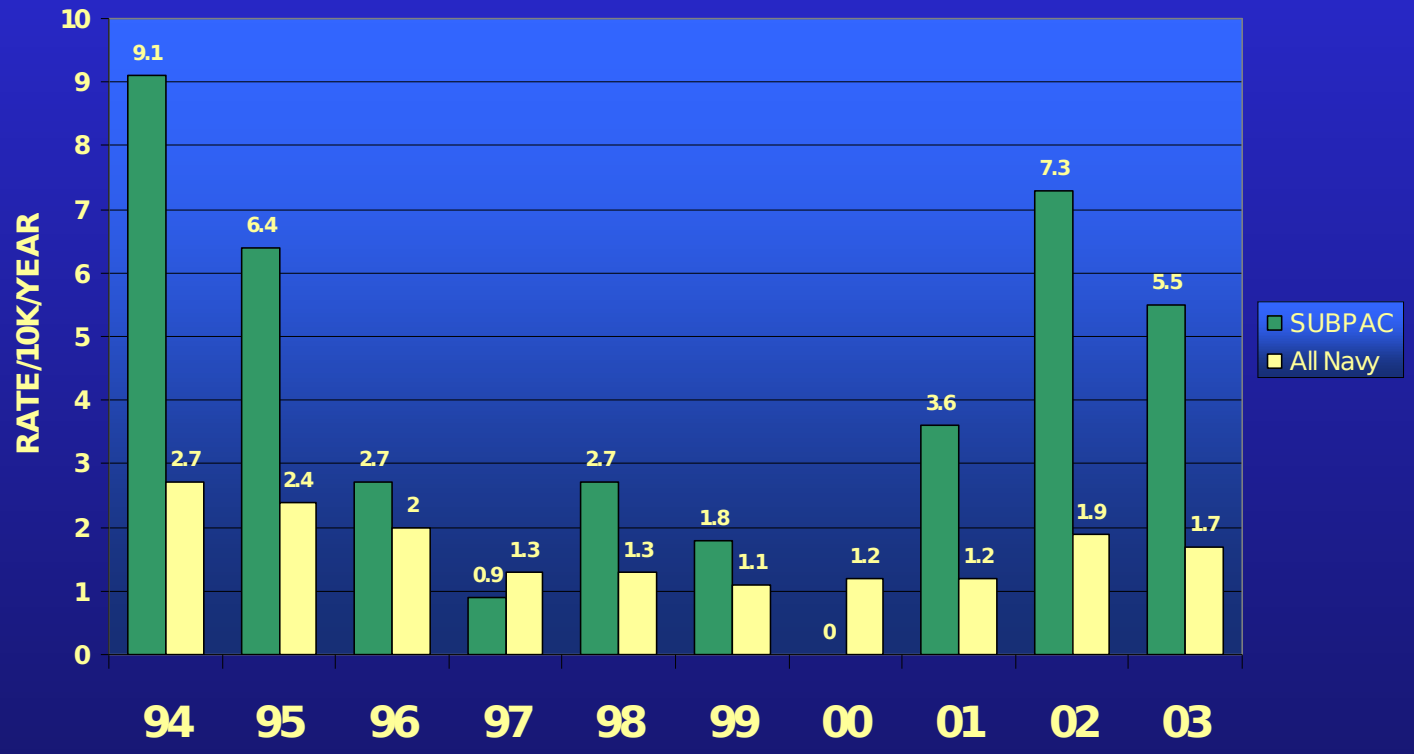


Fatality Rate - 2 Wheel / Q



Traffic - Motorcycles

Motorcycle Mishap Rates
Per 10,000 personnel: FY 1994 - 2003



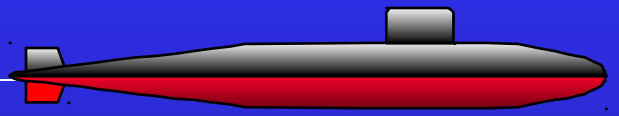
Motorcycle Mishaps

	Size and Type	Reason	Injury	Age	MSF
03MAR02	125 cc Kawasaki	Off -road race	Fx both wrists	22	No
26AUG02	500cc Kawasaki	Hit by car	Fx right foot	32	Yes
13AUG02	600cc Kawasaki	Lost control	Fx right arm	unk	No
23SEP02	600cc Honda	Hit by car	Fx leg, spine, head	20	Yes
16DEC01	600cc Honda	Lost control	Fx left toe	22	No
23NOV01	600cc Honda	Hit by car	Abrasions	22	Yes
02SEP02	650cc Suzuki	Hit by car	Fx right leg	28	Yes
01JAN99	900cc VTWIN	Lost control	Fx left leg, left knee	27	Yes
17NOV98	900cc Honda	Lost control	Fx clavicle, rib	31	Yes
23SEP98	900cc Honda	Hit by car	Fx leg	25	Yes
07MAY98	900cc Honda	Hit by truck	Fx leg and pelvis	27	Yes
31AUG01	929cc Honda	Speeding	Loss of right arm	20	No
05JUL01	1000cc Suzuki	Hit by tire	Fx pelvis, abrasions	unk	Yes
15 JUL02	1250 Suzuki	Hit by car	Fatality	24	Yes
13OCT02	1350cc Yamaha	Speeding	Fatality	29	Yes

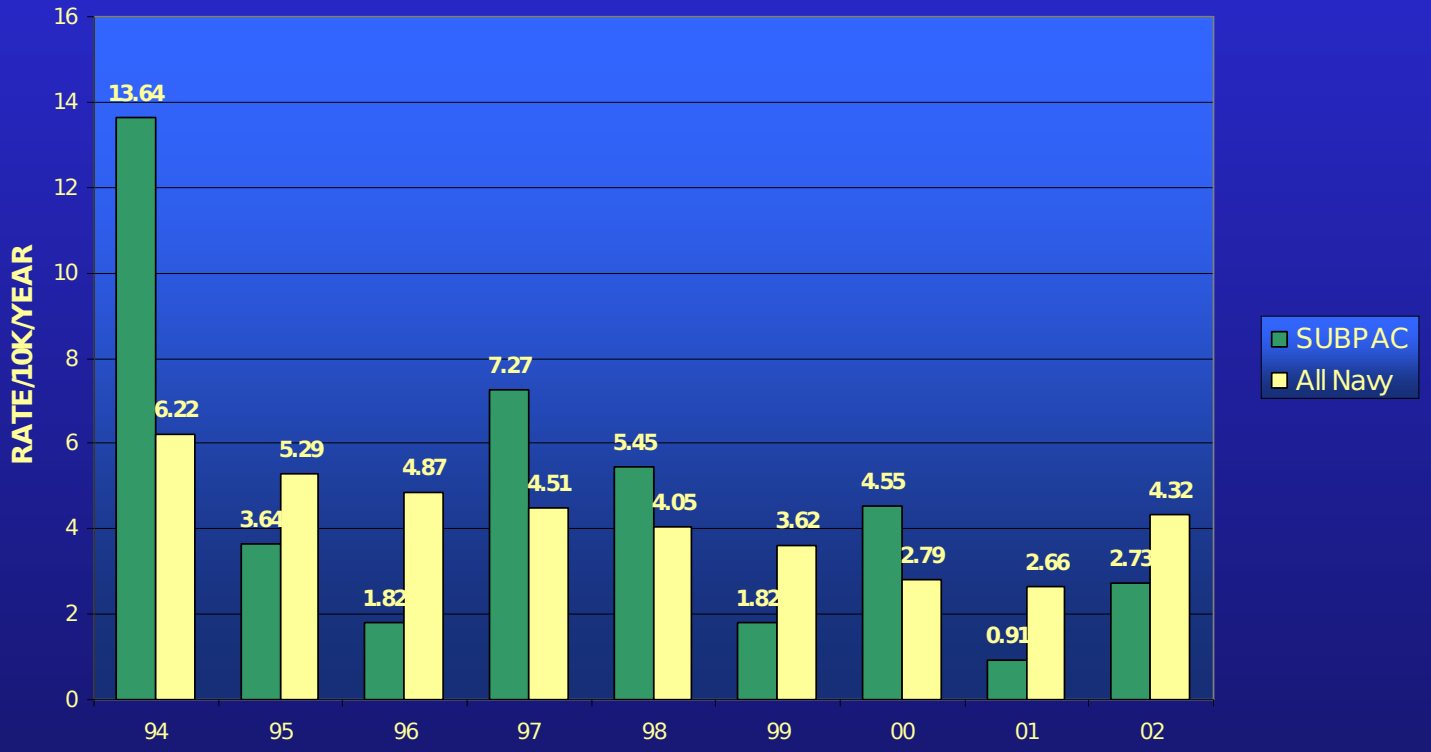
Motorcycles

- **Average age : 24 years old**
- **Most common motorcycle: 900cc Honda**
- **Most common reason is not speeding but being struck by another vehicle (8/15)**
- **CPOs and first line supervisors play a major role in identifying persons most likely to have a mishap.**

Traffic - 4 Wheel



Four Wheel POV Mishap Rates FY 1994-2002



Action II

- **Presented to COS and N-heads**
- **Information provided to all COBs**
- **Information provided to all squadrons**
- **Mass indoctrination for new arrivals**
- **Provided to Chaplain and Medical**
- **Development of Off-Duty Training**

Action II

- **Development of Off-Duty Training**
- **Applying ORM principles to off-duty personal choices**
- **Risk Management is inherent to Off-Duty because Greater Risk = More Fun**
- **Study of incidents identifies patterns**

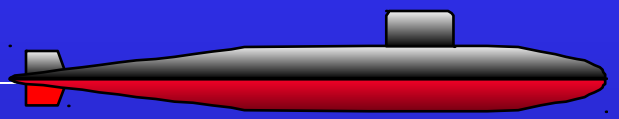
Action II

- **Patterns or trends to be addressed:**
  - **Impulsive decision-making (no plan)**
  - **Over-estimation of skill level**
  - **Lack of ability**
  - **Lack of maturity**
  - **Peer-pressure**
  - **Alcohol Related Incidents**

Off Duty Risk Management

- **Risk is everywhere**
- **Fun and exciting activities are often very risky**
- **Accept a risk only when the benefit outweighs the cost**
- **Manage risk by planning and preparation**

Personal Risk Decisions



- Realize you are making a risk decision for your entertainment.
- Make thoughtful, sensible, sober risk decisions. Know your limits.
- Cost of a bad risk decision: pain.
- Maturity means knowing yourself and your limits; experience means recognizing a risk you have seen before.
- Be willing to listen, and learn to take advice.

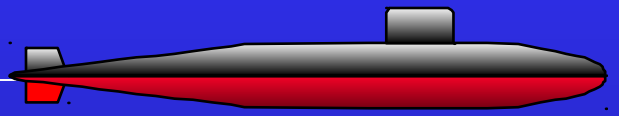
Risk Decision Process

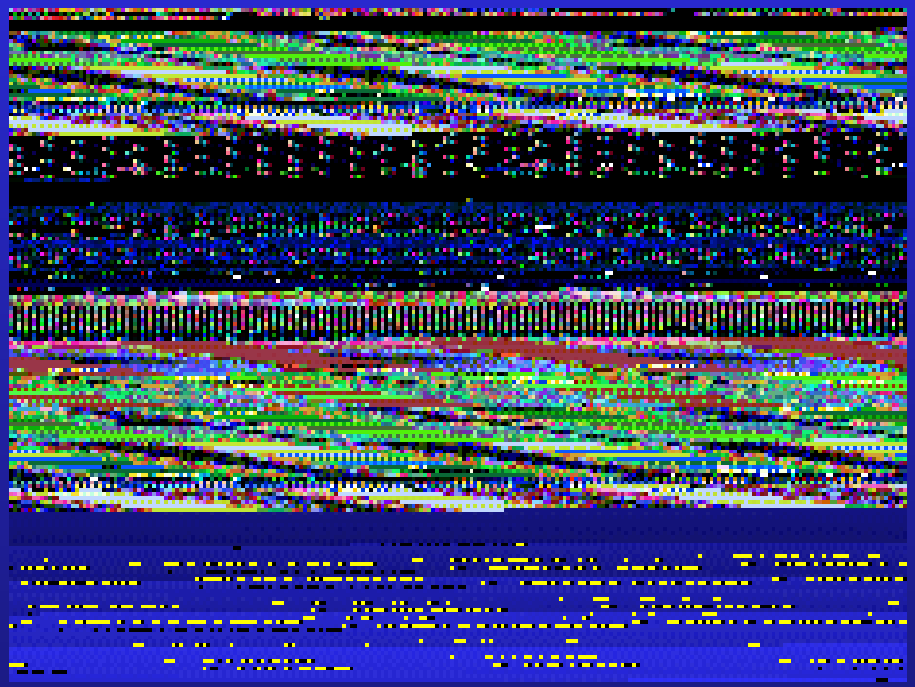
Deciding how to manage the Risk:

- **1. Identify: How can I get hurt?**
- **2. Assessment: How bad could it be?**
- **3. Risk Decision: Do I have a plan?**
- **4. Implement: How will I do this?**
- **5. Supervise: If you were really my friend, you wouldn't let me do this.**

“A professional”

Friend?

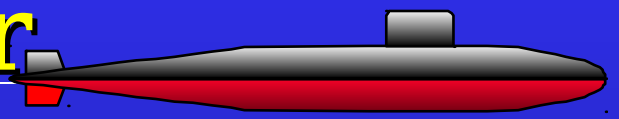




Risk Decision Guidelines

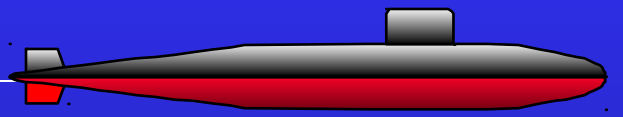
- **Choose your risks wisely. Understand that "cost" means getting hurt.**
- **Accept no unnecessary risk, or risks beyond your limits. Decide beforehand what is "necessary".**
- **Anticipate and manage risk by planning. This includes being in shape and knowing what you are doing.**
- **Make sober, sensible risk decisions. Know the limits of your abilities and experience.**

As the Supervisor



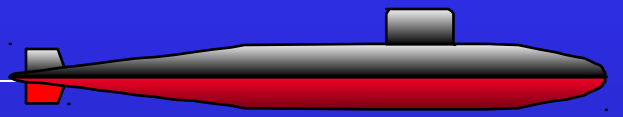
- Are you aware of the tools you can use to evaluate off-duty risks? Visit www.safetycenter.mil
- Can you recognize and act upon lack of maturity or experience, and risky behavior?
- Are you willing to communicate how to minimize risk and prevent injury?
- Sea Power 21 – all Navy members will promote a mentoring culture

Honor



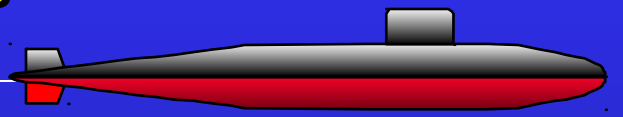
- I am accountable for my professional and personal behavior. I will be mindful of the privilege I have to serve my fellow Americans.

Courage



- **Courage is the value that gives me the moral and mental strength to do what is right, with confidence and resolution, even in the face of temptation or adversity.**

Commitment



- **The day-to-day duty of every man and woman in the Department of the Navy is to join together as a team to improve the quality of our work, our people and ourselves.**

Summary (Off-Duty ORM)

- **Make thoughtful, sensible, sober risk decisions.**
- **Know yourself, and your personal limits.**
- **Be aware of the responsibility you bear toward others, family, friends, and the Navy.**
- **Be willing to help someone else make thoughtful, sensible, sober risk decisions as well. Speak up!**

Summary I (March 04)

- Mishap data is available
- Analytical tools are available
- Most effective action can and should be based on collected data
- Training can then be designed to target groups or behaviors identified by the data
- Continued evaluation of the data measures effectiveness

Summary II (March 04)

- Key to changing off-duty statistics in the Navy is the CPO community
- Training, discipline and clear procedures in the fleet keep accident numbers low
- Adequate training for risky activities; self-discipline for physical activity and decision-making; and clear procedures or plans will reduce off-duty accidents in the same way

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